

CLASSIFICATION SECRET/

SECURITY INFORMATION

COUNTRY East Germany

REPORT

TOPIC Cottbus Airfield

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

12 May 1953

REFERENCES

PAGES

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ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. [redacted] un-loading of crates about 6 x 2.5 x 2.5 meters at the Cottbus freight station. An attachment projecting by about 15 cm was seen at the front side of the crate. The crates, which arrived on flatcars, were loaded by cranes on large truck trailers in the presence of Soviet Air Force and VPL soldiers. <sup>1</sup>

2. On 3 April [redacted] four MiG-15s at the field. From 30 to 40 Yak -11s were also stationed there. <sup>1</sup>

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[redacted] The Yak-11s had either red or blue propeller hubs. About 20 Yak-18s, which were parked in the hangars, 1 Pe-2 and 1 biplane were also stationed at the field. The biplane was very large and did not look like a Pe-2. It was fitted with a heavy radial engine, a non-retractable landing gear, and several cabin windows. It was capable of flying very slowly. The craft was said to have previously been used for the training of parachutists.

3. From 14 March to 4 April, the degree of air activity observed at the field increased. Weather conditions also improved. Training with Yak-11s was mostly conducted. Individual circles over the field with and without flight instructor were practiced. Aerobatics at altitudes over 1,000 meters and low-level flights at altitudes up to 50 meters over the Peitz Ponds were also observed. The Yak-18s were used for occasional local flying. After late February, formation flying in groups of two and simultaneous take-offs by two planes were practiced. MiG-15s were seldom seen aloft.

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[redacted] only Soviet officers flew these planes. Circling over the field were occasionally flown by the biplane. [redacted] two-seater MiG-15s were expected to arrive soon at the installation. <sup>2</sup>

4. When flying was conducted at the field two radio trucks fitted with rod antennas were seen about 100 meters to the right from the take-off point. The previously reported flight control truck appeared to be in connection with the radio truck.

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5. The VPL personnel at the field included a Lieutenant Colonel Paul Wilpert. Prior to late January 1953, a Major Fiedler (fnu) had been stationed at the field. 50X1-HUM

6. On 4 April, 18 flatcars each loaded with a crate arrived at the Spreewald freight station in Cottbus. The cars were shunted to the airfield. Six boxcars apparently loaded with ammunition also arrived at the installation.
7. In March, there was rather heavy air activity at the installation. About 5 p.m. on 1 April, a formation of nine IL-28s took off and later landed again at the field. Since mid-March, every time when flying was conducted at the field, signals repeated at short intervals on both short and middle waves. 4 50X1-HUM

10 single-engine trainers with blue propeller hubs parked south of the runway. Nine planes took off in rapid succession for a circle over the field, landed on the runway and before taxiing to a stop took off again. The landing gears of the planes were not retracted. Ten planes of the same type and two jet planes were seen in front of the hangars. From 2:20 to 3 p.m. on 30 March, 11 planes with yellow propeller hubs practiced local flying. 50X1-HUM

Another 10 single-engine planes, 2 single-jet planes and 2 biplanes were parked in front of the hangars. From 10 a.m. to 1 p.m. on 13 April, 12 single-jet planes were seen for the first time parked in front of the hangars. Instruction was being given on these planes. 50X1-HUM

9. On 28 March, five aircraft crates were being unloaded by VPL soldiers at the Spreewald railroad station in Cottbus. On 30 March these crates being hauled to the aircraft. The evening of 12 April, 20 aircraft crates arrived at Cottbus. About 10 p.m. on 13 April, these crates were shipped to the airfield. 1 50X1-HUM

10. On 28 March, seven aircraft crates which had arrived from Frankfurt/Oder, were shipped to the field. The crates looked rather old. Five railroad tank cars loaded with a total of 1,200 hectoliters of fuel arrived at the installation on the same day. On 5 April, 40 aircraft crates arrived at the field en route from Frankfurt/Oder. 1 50X1-HUM

11. The afternoon of 30 March, air activity by about 12 Yak-11s was observed at the field. No Yak-18s were seen. A total of 55 old and 40 new aircraft crates distinguished by their different paint were still standing in the northeastern portion of the field. 5 On 8 April the fuselages of 24 MiG-15s between the hangars of the field. Yak-11s practiced local flying. 6 50X1-HUM

1. Comment. Aircraft crates shipped to Cottbus airfield after early 1953 included 9 on 19 February; 30 on 26 February; and 7 on 28 March. From the size of these 46 aircraft crates, which were 12 to 14 meters long, it is inferred that they contained Yak-11s. Other aircraft crates arriving included 20 from 3 to 5 April, and 20 or 25 on 11 April. As MiG-15s were observed at the field already on 8 April, it may be assumed that the shipment arriving on 3/5 April contained MiG-15s. The same is believed of the shipment observed on 11 April. 50X1-HUM

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2. [ ] Comment. The headquarters of the 1st VPL Div and one regiment of this division are stationed at Cottbus airfield. The biplane which was observed for the first time probably was a plane of type An-2. Major Wagner (fnu) is reported for the first time.
3. [ ] Comment. Lieutenant Colonel Wilpert is the commanding officer of the 1st VPL Div while Major Fiedler is the commanding officer of the ground battalion at the field. 50X1-HUM
4. [ ] Comment. It is believed that the IL-28s moved only temporarily to the field for an exercise of the bomber corps.
5. [ ] Comment. These crates had contained Yak-18s and Yak-11s.
6. [ ] Comment. Contrary to previous assumptions it now appears that VPL pilots will soon be trained with MiG-15s.

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